

THE
A D D R E S S

DELIVERED BY

JOHN MACAULAY, ESQ.

TO THE PUBLIC MEETING CONVENED IN KINGSTON DEC. 2ND. 1834,
TO "CONSIDER THE EXPEDIENCY OF ASCERTAINING BY A SUR-
VEY OF THE COUNTRY BETWEEN LOUGHBOROUGH LAKE
AND THE TOWN, AND ALSO BETWEEN THE TOWN
AND THE RIDEAU CANAL, THE PRACTICABILITY
OF ESTABLISHING WATER PRIVILEGES
AT KINGSTON."

KINGSTON, U. C.

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PUBLIC MEETING.

AT a meeting of the Inhabitants of Kingston, held this day at the Court House, agreeably to public notice, to "consider the expediency of ascertaining by a survey of the country between Loughborough Lake and the town, and also between the town and the Rideau Canal, the practicability of establishing water privileges at Kingston," John Macaulay, Esq., was called to the Chair, and G. W. Yarker was appointed Secretary.

An address was then delivered by the Chairman, after which, the following resolutions were proposed by Thos. Kirkpatrick, Esq., and severally seconded by different gentlemen.

1. *Resolved*—That the prosperity of Kingston would be much enhanced by the introduction of Water Power into the town or its vicinity. *Carried.*

2. *Resolved*—That two methods of accomplishing this object present themselves; the one, by raising the waters of the Cataraqui River above the bridge by a Dam; the other, by cutting a small canal to bring the spare water from the Rideau Canal above Kingston mills to the town, or by extending the same to Loughborough Lake if necessary. *Carried.*

3. *Resolved*—That in order to ascertain the practicability of the above plans, and the probable expense thereof, a survey of the country adjoining the town and canal be made by a competent Engineer, to be employed for that purpose, and estimates of the proposed expense be made.

4. *Resolved*—That a subscription be entered into, forthwith, to defray expenses, &c. &c.

5. *Resolved*—That the undermentioned Gentlemen be a Committee, to employ an Engineer, and to collect subscrip-

ions; and that they be requested to report their proceedings as soon as practicable, to a public meeting to be called for that purpose.

John Macaulay, Esq.,
John Marks, Esq.,
Thos. Kirkpatrick, Esq.,
A. Manahan, Esq.,
Mr. Wm. Garratt,
Doctor Samson,

Mr. Thomas Smith,
" John Counter,
" James Nickalls, Jun'r.
Walter McCuniffe, Esq.,
G. W. Yarker,
Doctor Barker.

6. *Resolved*—That the proceedings of this meeting be published in the Town Newspapers.

The thanks of the meeting were then voted to the Chairman and the meeting separated.

G. W. YARKER.

Secretary.

Kingston, December 2, 1834.

At a meeting of the Committee, held the same day, it was resolved, that 200 copies of the Address delivered by the Chairman, be published.

EDWARD J. BARKER, M. D.,

Secretary.

ADDRESS.

"The project of creating manufacturing power in this Town has long engaged my attention. I have intended for some time past to draw up a brief exposition of my views on this subject, and lay it before my fellow-townsmen, when it was most likely to be favorably considered. A fit opportunity of submitting it to their notice appears to me to have now arrived; but I have had only time to throw together a few thoughts in an imperfect and hasty manner.

The prosperity of inland towns must generally depend on one or both of these two grand sources; viz: First, a circum-jacent country of some extent and fertility. Secondly, Manufacturing facilities.—To these are incidentally added other advan-

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gages of importance, such as metropolitan expenditures, Naval or Military establishments, transshipment of produce and merchandize, &c. The latter, however, are all subordinate to the two sources first indicated; and of these two, I feel inclined to give a preference to **MANUFACTURING FACILITIES**—by which phrase I mean to imply, the possession of what is usually denominated in this country, **WATER-POWER**, and in the United States, **WATER-PRIVILEGES**, combined with a location favorable to their developement, and successful use.

A town solely depending on the trade of a definite extent of rich and well tilled country soon reaches a certain point in the road to prosperity at which it may long continue almost stationary.

On the other hand, a town, enjoying manufacturing facilities knows no limits to its progress in a flourishing trade, but such as may be prescribed by the extent of its capital, its productive energy, and its commercial enterprize.

Now the town of Kingston, although not situated in a barren desert, nor verging (as some of our desponding souls would insinuate) to the mournful desolation of the ruined Palmyra, or the deserted Baalbec, cannot be said to possess the advantage of a very extensive tract of fertile and well cultivated land in its immediate vicinage, of which it is the sole mart. The Country once dependent on it reach-

ed within my recollection, from the Gananoque to the Trent. At present the wealthy and thriving farmers of the Bay of Quinte find their smiling and luxuriant country studded with rising villages, and are enabled to exchange the produce of their fields for merchandise almost at their own doors. Few of them, (comparatively speaking) now feel it requisite to resort to Kingston, notwithstanding the extraordinary facilities of loco-motion, which the introduction of the steam engine has afforded to the navigation of the Bay of Quinte; and the trade of the town has been thus circumscribed and restricted to a narrow space. The slow progress of settlement in the rear of Kingston has been owing no less to the aspect of the country, which is in many parts rough and uninviing, than to the superior attractions of some sections in the Western Districts, to which the annual swarms of British emigrants direct their unswerving course. Nevertheless, there is much more good land in the interior parts of the County of Frontenac, than it has been generally asserted there was, and it would speedily be occupied by industrious settlers, if a proper highway were once opened in a direct north westerly direction from Kingston, some forty or fifty miles into the interior. The benefits to be derived from this measure, which I shall not here dwell upon, would be desirable so far as they would go; but they would necessarily be limit-

ed, and even when united to the other advantages which this town either now does or may derive from Military expenditures, and a fair portion of the forwarding business, would scarcely enable it to sustain its present rank in the scale of Provincial Towns.—Something more seems requisite—and that—I humbly conceive to be the acquisition of WATER-POWER, sufficient for milling and other manufacturing processes. The question then, naturally presents itself—how is such water-power to be attained ?

I have ever lamented that the first Lock of the Rideau Canal was not placed at Kingston, or rather at Green Bay below Barriefield, instead of at Kingston Mills where it is now to be found. An ample mole or dyke, answering both for a dam and bridge might have been easily raised either on the site of the Cataraqui Bridge, or (which I think better) at Bell's Island, extending on one side to Mr. Maclean's farm and on the other to that of Mr. Marks. By this means, all the marsh to the eastward would have been converted into a lake with a fall of 10 or 12 feet water, supplying an unfailing manufacturing power at both extremities of the dam, without trenching in any respect upon the rights of the occupants of the Kingston Mill Reserve.

When the Commissioners for improving the Internal Navigation of the Province first reported on the Rideau Canal, our views were directed to the general results

of our survey and the effect of the improvements that were recommended on Provincial interests.—Merely local objects were not at that moment adverted to, and as we did not then anticipate so splendid a work as that for which we are indebted to the munificent policy of the Imperial Government, we restricted our plans to the scale that appeared the most economical, and the most suitable to the limited resources of Upper Canada.—Nevertheless I take great blame to myself for being then so unmindful of the advantages that might have been secured to this Town, if the construction of the first Lock had been recommended by the Commissioners to be undertaken at Green Bay. There can be no doubt that such a recommendation would have been listened to, for it was in consequence of the surveys executed by the Board of Internal Navigation that his Majesty's Government was induced in the first place to offer our Legislature a loan of money in aid of the enterprise, and finally to undertake it themselves and construct the Canal, at the sole expense of the British nation. The incalculable benefits that would have accrued to this Town from the removal of part of the Kingston Mill Falls to the heart of the town itself, did not, unfortunately, occur to me, until it was too late for the representations of our Board to be of any avail. The Royal Engineers altered a little the course of the Canal as

originally laid down, and by constructing all the Locks at the natural Falls have rendered the project of damming the River and creating artificial Falls at Bell's Island impracticable, with any means which we can ever hope to command.

Regrets are unavailing. It remains to be seen whether any other plan for creating water-power can be devised. My impression is that the object is still by no means difficult of attainment. Two modes of seeking it offer themselves for consideration.

1. A cut from the level of the Rideau Canal at the head of the Kingston Mill locks.

2. A cut from the stream which issues from the Great Loughborough Lake.

With regard to the latter, which should only be resorted to in the event of failure with respect to the former, it is to be observed that the distance, and the consequent expense will be great. Loughborough Lake exceeds twenty miles in length, and has two outlets. One of them which is inconsiderable, and at the north-eastern extremity of the lake, discharges its waters into the Opinicon or Potatoc Lake, and thus feeds the western branch of the Gananoque River. The other, which is the main outlet, is further to the east, and forms, with the water of Dog Lake (the level of which is 100 feet below that of Loughborough Lake,) the stream, which has been designated the GREAT

RIVER CATARAQUI. Just at the head of this outlet stands Ansley's Mill. Loughborough Lake alone can in my opinion, furnish a supply of water quite ample for all our proposed hydraulic works at Kingston. According to the surveys of the Board of Internal navigation, it lies 177 feet above the surface of this harbor.—How far below Ansley's Mill it may be practicable or advantageous to commence the cut, I am unable to guess. Probably the extreme length of the work would not exceed 12 miles. If no convenient point of departure from the stream should present itself until we reached its junction with the stream issuing from Dog Lake, (which is a very deep basin) we should then tap the great sheet of water meriting the appellation of an artificial Lake, which extends on the line of the Rideau Canal from Brewer's upper mill to Jones' Rapids. A remarkable feature in the country lying around Kingston is that the prevailing direction of the Lakes, Islands, ridges, and valleys is north easterly and south westerly. The great point to be observed therefore, in order to save expense in the execution of the projected work, will be to follow the course of some leading ridge, as far as practicable, and gain the table lands in the vicinity of the Town with the least possible amount of excavation and embankment. The fact here adverted to renders it unnecessary to say any thing on the feasibility of ma-

king a cut from the western extremity of Loughborough Lake, or from Collins' Lake, or the other small Lakes, which lie in its neighborhood. With regard to Collins' Lake, it is to be remarked, that its waters are already appropriated, and (even were it desirable) could not be diverted towards the town.

To return to the proposed cut from the Kingston Mill pond; I would observe that the extreme length of the work would not exceed six miles, and I am not aware of any reason for its being very expensive. Its dimensions, if sufficient for the passage of loaded barges and scows, would introduce to the town an abundant supply of water, and at the same time afford a commodious navigable communication with the eastern part of Loughborough and the rear concessions of Pittsburgh, which are now for half the year almost inaccessible, in consequence of the bad state of the roads. I am in doubt whether the level of the mill-pond could be brought to the table-land behind the town. The level of the water in the mill-pond was formerly 27 feet above that of Lake Ontario. It is now of course considerably higher, in consequence of the great embankment constructed by the Royal Engineers.—Should it be impracticable to carry the level over the intermediate space, locks which need not be expensive may be made at suitable places, and the use of the water sold for as much money as would de-

fray the expense of the locks, and on condition that the water, after being used, should be re-conducted into the canal. There would still remain on the table land behind the town, a level at least 25 feet higher than the level of the harbor, affording unlimited power for manufacturing purposes. I do not anticipate any sort of difficulty in agreeing with the Government for a supply of water from the Rideau Canal, which will never run short of it, if common care be observed, on the SOUTHERN side of the summit level. A tithe of the water which runs over the waste weirs of the Cranberry Lake level would do more than answer our wants.

On the infinite importance of this project to our good Town of Kingston I need not dwell. It is not my purpose to discuss the mode of raising capital for its execution—that subject may be reserved for another occasion—at present it will suffice, if we take efficient measures for getting a survey and report, with plans and estimates from a competent Engineer—and to do this, a fund must in the first place be provided. I shall greatly err in my expectations, if the public spirit of my fellow-townsmen desert them on the present occasion.

